

B. F. TAYLOR,
Steamer.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881. 電港

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED; LONDON.
DODWELL & CO., LIMITED,
General Manager.

NEW SERIES No. 2047. 日十二月二十一日七十二年 WEDNESDAY, JANUARY 29, 1902.

三井社 號九十月正英港香

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID UP 18,000,000
CAPITAL UNCALLED 6,000,000
RESERVE FUND 8,510,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTIN. NEWCHWA.
PEKING.

LONDON BANKERS:—THE LONDON JOINT STOCK BANK, LTD.
PARRS' BANK, LTD.

THE UNION BANK OF LONDON, LTD.
HONGKONG BRANCH:—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

6 " 4 "
" 3 "

TARO HOUSUMI,
Manager.

Hongkong, 21st January, 1902. [10]

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE:—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-HOLDERS £800,000
RESERVE FUND £575,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months 4 per cent.

6 " 3 "
" 3 "

T. H. WHITEHEAD,
Manager.

Hongkong, 9th July, 1901. [11]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1895.

Shanghai Taels.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Bills Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

3% per Annum Fixed Deposits for 3 months.

6 "

12 "

E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [12]

Intimations.

TAILORING DEPARTMENT.

WINTER SEASON.

RACING SEASON.

Scotch Tweeds, Angolas, Cashmeres, Serges, Harris Tweeds, Newmarket Coatings, Silk-warp Racing Breeches Material, Fancy Vestings, Khaki Serges, Improved Pigskin Puttee Leggings.

LANE, CRAWFORD & CO.

Hongkong, 31st December, 1901.

[732c]

HIRANO WATER.

A natural clear, sparkling and effervescent Mineral Water, bottled in its NATURAL CARBONIC ACID GAS of the Hirano Spring of Hiogo Ken, Japan. It mixes excellently with WINE or SPIRITS, and is PERMANENT IN QUALITY.

ANALYSIS PROVES ITS PURITY.
PATENT CORKING.

SIEMSSSEN & CO.,

Sole Agents, Hongkong and South China.

Code Used:
A and ABC, 4th Edition.

E. C. WILKS & CO.,
MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' Designs and Specifications Prepared.

Offices, Queen's Road Central.

Hongkong, 8th November, 1901.

Telephone No. 73.

[776c]

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

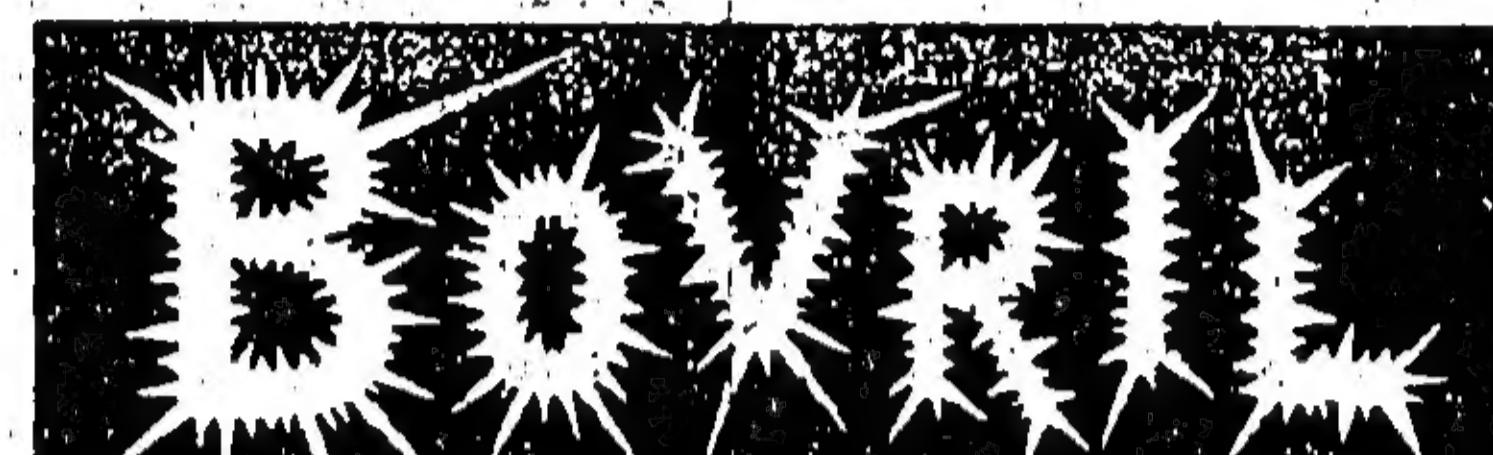
"Were it possible to furnish the market, at a reasonable price, with a preparation of meat combining in itself the albuminous together with the extractive principles, such a preparation would have to be preferred to extractum carnis, for it would contain all the nutritive constituents of meat. I have before stated that in preparing the Extract of Meat the albuminous principles remain in the residue; they are most nutritive, and this is certainly a great disadvantage."

BARON LIEBIG,
Discoverer of Liebig's Extract, in
The Lancet, Nov. 11, 1865.

BOVRIL

Was invented to realise Baron von Liebig's desire for a meat food that would contain not only the stimulating properties of flesh—as all Meat Extracts and Beef Teas do—but also the nourishing properties of fat, which Meat Extracts and Beef Teas do not. This has been accomplished by first taking the extractive principles by the Liebig process (which is akin to home-made beef tea) and then adding albumen and fibre, procured from the flesh of other oxen roasted and finely ground to powder; the combination is Bovril.

[287c]



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LTD., LONDON,

CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE

Best Qualities of ASBESTOS GOODS and PACKINGS,

HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.

"VICTOR" METALLIC BOILER JOINTS.

ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT THOMAS SKINNER.

SUPERINTENDENT ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

[24]

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—6, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maldzur, Kure, Shimoneseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotau, Sasebo, Miike, Hakodate, Taipeh, etc.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Ichimura, Kanada, Kishima, Mameda, Manadura, Onoura, Otsui, Sasahara, Tohmyama, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

[563c]

N. INUZUKA, Manager, Hongkong.

CLARETS.

| | 1 doz. bottles. | 2 doz. bottles. | 4 doz. bottles. |
|---------------|-----------------|-----------------|-----------------|
| VIN ORDINAIRE | \$4.00 | \$4.50 | \$7.50 |
| MEDOC | 4.50 | 5.00 | 8.00 |
| St. EMILION | 5.50 | 6.00 | 9.00 |
| MARGAUX | 6.00 | 6.50 | 9.50 |
| St. JULIEN | 6.50 | 7.50 | 10.50 |
| St. ESTEPHE | 8.00 | 9.00 | 12.00 |
| Ch. LEOVILLE | 11.00 | 12.00 | 15.00 |
| Ch. LAROSE | 11.00 | 12.00 | 15.00 |
| CALIFORNIA | \$4.50 | \$5.00 | \$8.00 |
| ZINFANDEL | 5.00 | 5.50 | 8.50 |

An allowance of SEVENTY FIVE cents per dozen is made for quarter bottles when returned to our godown. Special rates for Hogsheads.

[563c]

BORDEAUX BOTTLED.

| | doz. bottles. | 2 doz. bottles. | 4 doz. bottles. |
|-----------------------|---------------|-----------------|-----------------|
| Ch. D'ARLAC | | | \$13.00 |
| MARGAUX | | | 15.00 |
| Ch. PONTET CANET | | | 24.00 |
| Ch. LAROSE | | | 35.00 |
| Ch. MOUTON ROTHSCHILD | | | 38.00 |
| St. LEHON, Tonic | | | 18.00 |

[563c]

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 31st December, 1901. [552c]

GEORGE YOUNGER,
ALLOA.

INDIA PALE ALE.

Brewed specially for Tropical Climates.

A perfectly sound light bitter beer.

Per 4 doz. Qts. - - - - \$11.00

Per 8 doz. Pts. - - - - 14.00

SOLE AGENTS:

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 28th January, 1902. [52]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

| FOR | STEAMERS | CAPTAINS | TO SAIL | REMARKS |
|-------|----------|----------|---------|---------|
| YOKOH | | | | |

THE HONGKONG TELEGRAPH, WEDNESDAY, JANUARY 29, 1902.

Intimations.



helps the Cook to cook as she should cook. There is more beef concentrated in a pound of OXO than in a pound of any other food in the world.



is the genuine
LIEBIG COMPANY'S EXTRACT.

AGENTS:

WATKINS,
LIMITED,
APOTHECARIES HALL.

GENERATED WATER FACTORY
Masons Lane.

Hongkong, 7th January, 1902. [714c]

WILLIAM MACLEOD, D.D.S.,
DENTIST.

Bencoufield Arcade, Nos. 11 and 12,
2nd Floor. [77d]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 375 lbs. Net ex Factory.
\$3.50 per Bag of 250 lbs.
SHEWAN, TOME & CO.,
General Managers.
Huntington, 1st July, 1901. [10]

Masonic.

VICTORIA CHAPTER,
No. 525, E.C.

A REGULAR CONVOCATION of the above CHAPTER will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 3rd February, at 8 for 8.30 p.m. Members are requested to notice the earlier hour of Meeting.
Hongkong, 2nd January, 1902. [97d]

ZETLAND LODGE,
No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held at the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 7th February, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 27th January, 1902. [112d]

THE RACES.

HANDSOME BLACK IMITATION
CARACUL AND SEAL COATS
VERY LATEST STYLES,
CLOTH CAPES AND JACKETS
IN GREAT VARIETY,
MOST FASHIONABLE SHAPES.
NEW DRESS GOODS FOR THE PRESENT
SEASON.

MILLINERY

will arrive by s.s. "Sanuki Maru" about 30th
January, Silks per s.s. "Bombay," 28th instant.

W.M. POWELL, Ltd.

Hongkong, 28th January, 1902.

[55c]

BANJOS

STEWART AND BAUER'S
"20th Century" and "Thoroughbred"
also

"WASHBURNS."

MANDOLINES, GUITARS,
STRINGS, FITTINGS, REPAIRS.

THE ROBINSON PIANO CO., LIMITED,
Hongkong, Shanghai & Singapore. [55c]

Hongkong, 28th January, 1902.

To-day's Advertisements.

IN THE MATTER OF ORDINANCE NO. 2
OF 1892, AND

IN THE MATTER OF THE PETITION OF
CONSTANT ELIET, ENGINEER OF 24,
RUE BELLE FONTAINE, LORIENT, IN
THE REPUBLIC OF FRANCE, FOR THE
EXCLUSIVE USE WITHIN THE COLONY
OF HONGKONG OF AN INVENTION FOR
"IMPROVEMENTS IN THE CON-
STRUCTION OF FLOORS, GIRDER,
JOISTS, PARTITIONS, AND THE
LIKE FROM TRUSSLED BETON."

NOTICE is hereby given that the PETITION, SPECIFICATION AND DECLARATION required by the above-cited ORDINANCE have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said CONSTANT ELIET, to apply at the Sitting of the Executive Council hereinbefore mentioned for LETTERS PATENT for the Exclusive use within the said Colony of Hongkong of the said Invention.

And Notice is hereby also given that a Sitting of the Executive Council, before whom the matter of the said Petition will come for decision, will be held in the Council Chamber, at the GOVERNMENT OFFICES, Victoria, Hongkong, on TUESDAY, the 11th day of February, 1902, at 11 A.M.

Dated the 25th day of January, 1902.
STEPHENS & THOMSON,
123d] Solicitors for the Applicant.

NOTICE.

IMPORTANT NOTICE to business Gentlemen BOARD and RESIDENCE of a SUPERIOR QUALITY and the CHEAPEST RATES in Hongkong, No. 1, WILD DELI, completely rebuilt, painted and decorated.

ALL SINGLE ROOMS splendidly furnished with all necessities for comfort. BEST TABLE IN TOWN, Personally supervised by the Manageress.

A few Vacant Rooms on February 1st.

Gentlemen are invited to INSPECT THE HOUSE, good outlook, healthy and only a five cents ride from Hongkong Hotel, special arrangements for gentlemen having Tiffin in town.

* For Terms, apply to

MANAGERESS,
Office of Hongkong Telegraph,
or
No. 1, WILD DELI.
Hongkong, 29th January, 1902. [125d]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched as above
on TUESDAY, the 4th February, at 2.30 P.M.

For Freight or Passage, apply to

JARDINE, MATHEWS & Co.,
General Managers.

Hongkong, 29th January, 1902. [126d]

* NOTICE TO CONSIGNEES,

THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"

FROM ANTWERP, LONDON, PORT SAID,
SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before

4 P.M., TO-DAY.

Goods not cleared by the 4th February, at

4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

E. A. HEWETT,
Superintendent.

Hongkong, 29th January, 1902. [14]

To-day's Advertisements.

THE CHINA AND JAPAN TELEPHONE
AND ELECTRIC CO., LIMITED,
HONGKONG.

DURING MY TEMPORARY ABSENCE
from Hongkong, dating from the 1st of
February, 1902, Mr. S. J. GODWIN will act as
MANAGER of this Company.

W. STUART HARRISON.

Hongkong, 29th January, 1902. [124d]

COMPAGNIE DES MESSAGERIES
MARITIMES,
PAQUEBOT-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY, MADRAS,
CALCUTTA, DJIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th February, 1902,
at 1 P.M., the Company's Steamship
"LOAS," Captain Flandin, with Mails, Passen-
gers, Specie and Cargo, will leave this Port for
MARSEILLES, via Ports of Call, WITHOUT
TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon,
Cargo will be received on board until 4 P.M.,
Specie and Parcels until 5 P.M., on the 9th
February. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

P. DE CHAMP MORIN,
Acting Agent.

Hongkong, 29th January, 1902. [1004c]

NOTICES TO CORRESPONDENTS.

It is requested that all communication relating to Sub-
scriptions, Advertisements, &c., be addressed to "The Manager, Hongkong Telegraph" and not to the Editors.

Letters on Editorial matters to be sent to "The Editor." Communications intended for publication must be accom-
panied by the name and address of the writer, not necessarily

for publication; but as evidence of good faith.

It is requested that all communications be open for the free discussion by correspondents of all questions

affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

SPECIALTIES FOR THE SEASON.

PORT & SHERRY,
OF THE FINEST QUALITY AND
VINTAGE.

CHAMPAGNE,
JULES MUMM & Co., a Wine for
Connoisseurs.

WATSON'S
SCOTCH
WHISKY.

COGNAC BRANDY,
QUALITY GUARANTEED.

CLARETS,
IMPORTED FROM THE BEST
GROWERS, AND INCLUDING
WINES FROM THE MOST CELE-
BRATED CHATEAUX.

CONFECTIOPERY,
OF THE HIGHEST CLASS IN
GREAT VARIETY. IMPORTED
FROM THE LEADING LONDON
AND PARISIAN HOUSES.

CIGARS AND CIGARETTES,
AND SMOKERS' REQUISITES,
&c., &c., &c.

4, 5. WATSON & CO. LTD.,
THE HONGKONG DISPENSARY.

BIRTH:

On the 18th of January, at the Wesleyan
Mission, Hankow, to the Rev. H. B. and Mrs.
SUTTON, a son.

MARRIAGES:

On the 21st of January, at the Church of
our Saviour, Broadway, by the Rev. Benj. L.
Ancell, M.A., daughter of Mrs. Eliza
Macpherson, of Philadelphia, U.S.A., to Mr.
ALBERT OWEN LOOSLEY, of Ningpo.

On the 6th of January, CHARLES HUNT,
Imperial Maritime Customs, to EMMA LOUIZA,
only daughter of L. J. Tandberg.

DEATH:

At No. 11, West End Lane, on the 2nd of
January, WINIFRED DOROTHY, beloved second
daughter of Benjamin and Fanny Wantall,
aged 9 years.

MESSRS. COTTAM & CO. for FOOT
BALL BOOTS.

MESSRS. COTTAM & CO. for WARM
LEATHER DRESS BOOTS AND
SHOES.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JANUARY 29, 1902.

NOTES AND COMMENTS.

The Post Office.

The Post Office is undoubtedly the Government Department with which the public has most to do. Everybody has letters to dispatch or receive, and hence all take a lively interest in the Post Office and the manner in which it is conducted, for slackness or ignorance in this most important department must affect everybody's business. When the late Captain HASTINGS took over the Post Office complaints were numerous of delay, slackness, &c., and he, in his well-known, thorough manner did much to improve matters. Then came Mr. Lewis, who had had a long experience of post office administration, and with his able help still further improvements were made, until now our Post Office has been improved out of all recognition, yet there is still room for further improvement.

The sad death of Captain HASTINGS has rendered the post of Postmaster General vacant and a successor to him will have to be appointed. The post is one which is usually given to a cadet, and this, we think, is a great mistake. The Post Office requires a great amount of technical knowledge, which no man who has had no previous experience of post office work can possibly possess, and hence the position should go by merit and not by seniority. In other words we do not want to have to suffer inconvenience while some cadet, good man in other branches of the service though he may be, blunders along and makes mistakes, annoying both the public and himself, in learning the business which the cadet system fails to teach him, but which, under that system, he is supposed to already possess. The Post Office must be run by a trained man on business lines, and no cadet, be he never so brilliant, can make a success of it unless he has previously been through the mill.

We must say that we expected to see a notification in Saturday's *Gazette* to the effect that Mr. Lewis had been appointed to the acting position. Such, however, was not the case. There is nothing whatever to show who is at present controlling this most important department. We trust that this is merely an oversight and that Mr. Lewis will not only be gazetted to the acting position, but afterwards confirmed in it. He is the man who was specially appointed by the Colonial Authorities to place our Post Office on a proper footing. He has had many years of post office work and administration in other Colonies, and we have all seen that under his direction matters have distinctly improved. It will certainly be to the benefit of the Authorities and the public generally if matters are placed in his able hands, and we hope to see the appointment given to him. He is well suited to it and is far less likely to blunder than a raw cadet who has had no previous training.

Russia and Manchuria.

Every day that passes brings some fresh evidence of Russia's intention of maintaining a firm grip of Manchuria, and we presume that, unless some very untoward check crops up, she will eventually succeed. The bribe of ten million taels together with a life pension of a million taels per annum, which a Chinese correspondent states to have been offered by Russia to the Empress Dowager's eunuch Li, for the engineering of the Manchurian Convention by inducing the Empress Dowager to consent thereto, is certainly a princely sum. One would imagine that any man so keen on the amassing of wealth as the eunuch in question is reported to be, would be tempted thereby, and the magnificence of the bribe itself shows plainly the value that Russia places upon Manchuria. Of course the whole story may be a fabrication, or, if substantially correct, the amount may be exaggerated. Still, knowing Russia's strong desire for Manchuria and her crafty methods of dealing, we should not be at all surprised to find that the statement was correct.

Then too, our Tientsin correspondent gives us a list of Russia's demands put forward as the price of the evacuation of Manchuria, and it is patent to the meanest intellect that were the Chinese to accede to them Manchuria would, from that moment, become a Russian province. The country, it must be remembered is very rich indeed in minerals and, with the mines and all means of communication in the sole control of Russia, with Russian troops garrisoning everything, there can be little doubt but that every other nationality would be rigorously excluded from the country.

THE HONGKONG TELEGRAPH, WEDNESDAY, JANUARY 29, 1902.

HONGKONG PING-PONGITIS.

We learn that the first Hongkong Ping Pong Club has been inaugurated.—*Hongkong Telegraph*.
The man who in Hongkong resides,
And daily at its dullness chides,
May bid goodbye to sadness.
The Ping Pong club his time will claim,
And the distractions of the game
Will much augment his gladness.
—o—
No more he'll smart at Public Works,
Nor vow the "Board" it's duty shirks,
Nor curse the water fainries.
The wily ball of celluloid,
Will keep his mind as much devoid
Of care as any gan-i's.
—o—
He'll quarrel with his dearest friend,
Because the latter *will* pretend
The ball had touched the table,
He'll argue that he saw it fly,
And deem it no disgrace to lie
As hard as he is able.
—o—
And, when absorbed in counting "Deuce,"
To tell him would be little use,
The building is on fire.
He'll merely murmur "Vantage in!"
And with a ghasly "Ping Pong grin,"
Him broadly "you're a l-i-r!"

When squirming under couch or chair,
He'll possibly forget to swear,
Or curse his pain rheumatic.
His legs might round his neck be twined,
He'll heed it not, so he can find.
That little sphere erratic.
—o—
The fairer sex, the Club will hold,
Enthralled in Ping Pong joys untold,
By bat and ball seductive.
And each, in tourney hot, will joy,
To see the scoring of her boy
Of constant "Love" productive.
—o—
But grander far, if in Hongkong,
The wild allurements of Ping Pong,
Their love for gossip-smother.
The club will not have lived for naught,
If by it's aid the sex be taught,
To lightly judge each other.
—o—
And yet, we sadly fear, that ball,
Will render deaf to virtue's call,
Each devotee excited.
No other form of exercise,
More apt is to demoralize,
Than this dread Pingpongitis.

For this the most important rule,
Insisted on by every school
— Of adepts of the racket;
"Should there arise a point of doubt,
By ready with a face devout,
To tell a lie, and back it!"

DOLLY.

REVIEW.

BEFORE I FORGET; (Being the autobiography of A. Chevalier d'Industrie). By Albert Chevalier. London, T. Fisher Unwin.

It has grown to be the custom nowadays for everybody of any account—and a great many of no account whatever—to plunge into print and place their lives before the public. The latest to follow the fashion is Mr. Albert Chevalier, the father of the coster ballad, who tells the story of his life from the mature age of seven, up to the autumn of last year. Mr. Chevalier like many another singer, was not originally intended for the stage and commenced life as a clerk and afterwards drifted from the school-master's stool to the stage. As may be expected, he has many amusing experiences to relate, particularly regarding his experiences of America and yellow journalism. In fact his opinion of our American cousins is far higher than his opinion of their press, despite the fact that the latter was kind to him. On this subject he says:—"From the Press of America I received so much unqualified praise, that it may look like ingratitude to even recognise the existence of a section that is deplored by more than by the cultured American journalist. Still, as I am recording my experiences, I may be forgiven if I do not allow the perfume of praise to obliterate all recollection of certain low-down thorns."

On one occasion in New York Mr. Chevalier fell sick and could not appear. He gives the following account of what took place:—"No sooner had the doctor left me than I heard the front-door bell, and a voice announcing that "somebody wanted to see Mr. Chevalier." West was with me at the time, and he interviewed this "somebody," who turned out to be the above-mentioned Press representative. Through the folding doors, which separated my bed and sitting-room, I heard the following conversation:—

Press Rep. Can I see Mr. Chevalier?

West. I'm sorry to say you cannot.

Press Rep. I should verily much like to have a few words with him. I represent the New York—

West. I feel sure, if he could, Mr. Chevalier would be only too pleased to see any representative of the Press, but unfortunately he has been suddenly taken ill.

Press Rep. Yes, I know—I've been over to Koster and Bain's, I've heard all about it. I'm very sorry that he's sick.

West. He's very ill.

Press Rep. Sorry he's so sick. Can't I see him? I won't keep him five minutes.

West. I regret to say "No," but he must obey the doctor's orders.

Press Rep. Is he really so verily sick?

West (somewhat irritably). He's seriously ill, I tell you. Temperature somewhere about 105°.

MESSRS. COTTAM & CO. for DRESS SHIRTS, TIES and WHITE KID GLOVES

Press Rep. (after slight hesitation). Humph! Well, can't I see him to ask how he feels with his temperature at 105°?

I heard the front door slam as the anxious enquirer made his exit.

Mr. Chevalier has a great deal to say on the subject of the purification of the music halls, as will be seen by the following extract:—"I am, not narrow-minded. If certain *blase* individuals, with jaded palates, want spice, give it to them—let them wallow in it; but see that it is in a place set apart, not in a hall where each programme contains a dead-letter footnote, requesting the audience to report to the management anything objectionable in the entertainment. Let the prurient-minded have a hall to themselves. Call it the *Obscenity*, but for the sake of the Majority—the lovers of clean, wholesome amusement—make it an offence, punishable at law, for anyone to encroach on the prerogative of those engrossed in pandering to the tastes of the Dirty and Depraved!" There can be little doubt but that every clean-minded man will agree with Mr. Chevalier.

At the invitation of the Directors, subject to confirmation by the shareholders at this meeting, Mr. E. Goetz rejoined the Board upon his return to the Colony, Mr. Witkowski, who had occupied the vacant seat during the absence of Mr. Goetz, resigning.

The retiring Auditors, Messrs. A. O'D. Gourdin and F. Henderson, offer themselves for re-election.

AN IMPROVEMENT as compared with those of the corresponding six months of the previous year which, however, has been nearly counterbalanced by increased running expenses. There is still no change in the unsatisfactory conditions attending the working of the West River trade.

The usual repairs have been effected during the half year, and all the steamers are in good running order. The construction of a new steamer, somewhat similar to the *Fatshan*, but of greater speed, for the Hongkong-Canton service, on joint account with the China Navigation Company, is engaging the attention of the Board.

At the invitation of the Directors, subject to confirmation by the shareholders at this meeting, Mr. E. Goetz rejoined the Board upon his return to the Colony, Mr. Witkowski, who had occupied the vacant seat during the absence of Mr. Goetz, resigning.

The retiring Auditors, Messrs. A. O'D. Gourdin and F. Henderson, offer themselves for re-election.

J. J. BELL-IRVING,
Chairman,

Hongkong, 21st January, 1902.

ASSETS.

December 31st, 1901.

Value of Steamers *Powwan*, *Honan*, *Heung-shan*, *Lung-shan*, *Wts* of *Fatshan* and *3rd of Nanning* and *Sainan* \$734,000.00

Value of Lighters *Sun Lee* and *Wo Lee* 11,000.00

Value of Wharves, Hulls, and Moorings 91,385.45

Value of Properties at Canton, Wuchow and Kongkun 45,049.57

Value of Coal, Stores, and Spare Gear 17,625.96

Value of Furniture 750.00

Value of Shares in Public Companies 70,173.00

Value of Chinese Bonds 1,034.48

Loans on Mortgage 842,500.00

Cash with the Hongkong and Shanghai Banking Corporation 54,492.04

Interest accrued to date 2,141.93

Sundry Debtors 8,190.49

\$2,509,899.92

LIABILITIES.

December 31st, 1901.

Amount of Capital, 80,000 Shares of \$15 each, fully paid up \$1,200,000.00

Amount at Credit of Depreciation and Insurance Fund 600,000.00

Amount at Credit of Equalization of Dividend Fund 200,000.00

Amount at Credit of Investment Fluctuation Account 228,918.18

Unclaimed Dividends 23,831.50

Sundry Creditors 9,812.64

Amount at Credit of Profit and Loss Account 247,327.60

\$2,509,899.92

PROFIT AND LOSS ACCOUNT.

Dr.

December 31st, 1901.

To Amount paid for Repairs to Steamers 31,959.45

To Subscription to Queen Victoria Memorial 250.00

To Directors and Auditors' Fees 3,250.00

To Balance, to be appropriated, viz.—

Dividend at 10 percent on \$1,200,000 \$120,000.00

To be written off book value of Steamers 50,000.00

To be carried to Equalization of Dividend Fund 50,000.00

To be carried to new account 27,327.60

\$282,787.05

Cr.

June 30th, 1901.

By Amount brought from last A/c 51,596.62

December 31st, 1901.

By Net Earnings of Steamers 172,568.60

By Amount realized by Sale of Steamer *Lungkhang* in excess of book value 6,940.69

By Interest on Investments 51,520.14

By Transfer Fees 161.00

\$282,787.05

DEPRECIATION AND INSURANCE FUND.

Dr.

December 31st, 1901.

To Balance \$600,000.00

\$600,000.00

Cr.

June 30th, 1901.

By Amount at Credit \$600,000.00

\$600,000.00

EQUALIZATION OF DIVIDEND FUND.

Dr.

December 31st, 1901.

To Balance \$200,000.00

\$200,000.00

Cr.

June 30th, 1901.

By Amount at Credit \$150,000.00

August 6th, 1901.

By Amount appropriated from Profit and Loss Account for Half Year ending 30th June, 1901, 50,000.00

\$200,000.00

E. & O. E.

Hongkong, 20th January, 1902.

T. ARNOLD,

Secretary,

We have compared the above Statement with the Books, Vouchers, and Securities of the Company, and certify the same to be correct.

A. O'D. GOURDIN, Auditors.

F. HENDERSON, Auditors.

MESSRS. COTTAM & CO. for THE LATEST STYLES in "TRESS & CO'S FELT HATS."

1902.

Intimations.

NOTICE.

In view of the intimate connection between PLAGUE and RATS, the Sanitary Board invite the attention of Householders to the fact that RAT-CATCHERS supplied with the necessary TRAPS, &c., will be sent to any Domestic Building which is infested with Rats upon application to the MEDICAL OFFICER OF HEALTH.

By Order, G. A. WOODCOCK,
Secretary,
Sanitary Board.
Hongkong, 28th December, 1901. [13d]

HONGKONG JOCKEY CLUB.

NOTICE.

THE undermentioned RACES for HORSES and PONIES not entered for any of the Official Events will form part of the Programme for the Off-day, to be run on a date to be fixed by the Stewards after the forthcoming Race Meeting.

For each event there must be at least Five Entrants in *equal side* separate interests or the race becomes void.

Entries will CLOSE to the Clerk of the Course on SATURDAY, the 1st February proximo.

The KOWLOON STAKES—for All Horses—Australians and English to carry st. 11, lbs. 12; Indian Country Breds st. 10, lbs. 12; At. lbs. st. 10.

Winner to receive \$250. Second \$50. Entrance \$10. Half-a-mile.

By Order, T. F. HOUGH,
Clerk of the Course.
Hongkong, 23rd January, 1902. [13d]

HONGKONG, CANTON and MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FIRST ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Bui ding, Queen's Road Central, on TUESDAY, the 4th February, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director, and electing Auditors.

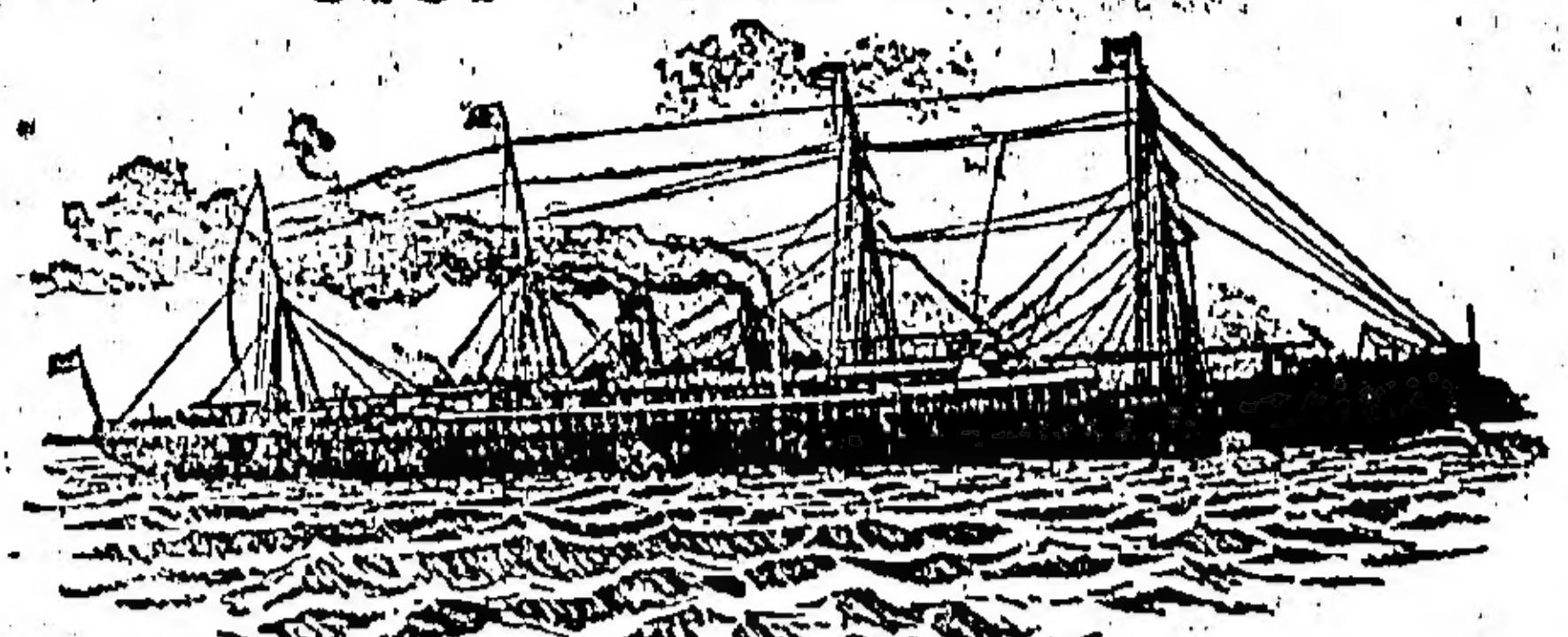
The TRANSFER BOOKS of the Company will be CLOSED from the 22nd January, to 4th February, inclusive.

By Order of the Board of Directors, T. ARNOLD,
Secretary.

Hongkong, 14th January, 1902. [13d]

Mails.

U.S. MAIL LINES.

PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

| | |
|-----------------------|----------------------------------|
| "COPTIC"..... | TUESDAY, 4th February, at Noon. |
| "AMERICA MARU"..... | TUESDAY, 11th February, at Noon. |
| "CITY OF PEKING"..... | TUESDAY, 18th February, at Noon. |
| "GAELIC"..... | FRIDAY, 26th February, at Noon. |
| "HONGKONG MARU"..... | SATURDAY, 8th March, at Noon. |
| "CHINA"..... | |

The O. & O. Company's Steamship "COPTIC" will be despatched from SAN FRANCISCO via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 4th February, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £1 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama, and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing, Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

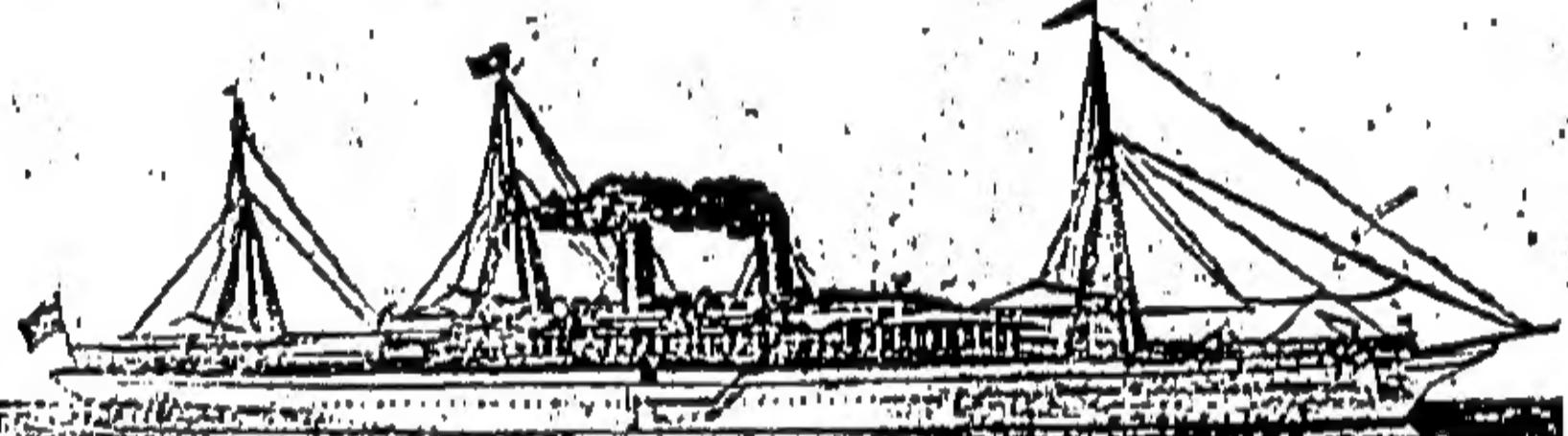
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information, as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,

Agent.

Hongkong, 25th January, 1902.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA.....Comdr. O. P. Marshall, R.N.R., WEDNESDAY, 1st February.
ATHENIAN*.....Comdr. H. Mowatt, R.N.R., WEDNESDAY, 26th February.
EMPEROR OF JAPAN.....Comdr. H. Pybus, R.N.R., WEDNESDAY, 12th March.
EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R., WEDNESDAY, 2nd April.
TARTAR.....Comdr. E. Beetham, R.N.R., WEDNESDAY, 16th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS; saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 29th January, 1902.

HAMBURG-AMERIKA LINIE,
NORDDEUTSCHER LLOYD.

ESTABLISHED FRAUDT-DAMPFER-DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIK PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

| STEAMERS. | DESTINATIONS. | SAILING DATES. | |
|-----------------|---|----------------|-------------------------|
| AMBRIA..... | HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 12th Feb. | Freight. |
| C. FRED LAEISZ | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). | 26th Feb. | Freight. |
| Fuchs | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 15th Mar. | Freight. |
| ANDALUSIA..... | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). | 27th Mar. | Freight and Passengers. |
| KONIGSBERG..... | HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG). | 10th April. | Freight. |
| BAMBERG..... | HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO). | | |
| Zurboisen..... | | | |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 22nd January, 1902.

UNCLAIMED LETTERS AT THE
POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:

Atkinson, J. J.
Andino, Miss L.
Assumpcio, J. M.
Anderson, J. W.
A. L. M.
Ait, Hon. Albert von
Abba, H. M.
Ahmed, A. J.
Anderson, Mrs. A. J.
Arser, Fuan
Ah Fook
Alarakai, Sate
Abdulhusen, Abdulla-
hom
Alexander, M. R.
Adams, Mrs. Hans
Ah Pooh
Alhiddita Khan
Abul Hasan
Ahversing, Mr.
Brown, Rev. A. J.
Bruce, Mrs.
Bellile, L. J.
Buon, Col. Pelham
Brutter, R. H.
Baker, Mrs. N.
Benson, F.
Burke, F. C.
Bauer, Henry
Botsch, K.
Bishen Singh
Bianha, E. E.
Bignon, E.
Birrow, B. F.
Brandt & Co.
Blachys, Vic.
Bruce, A. M.
Browne, F. W.
Brand, S.
Brook, Geo. W.
Braithwaite, Geo.
Brown, Miss K.
Bennett, Mrs. I. E.
Bell, Jack
Bishop, W. G.
Berndt, F.
Bishan Singh
Babonneau, M.
Baboo C. Malai
Black, G.
Benton, Mrs. C. R.
Brown & Co., Messrs.
Bundon, W. G.
Bond, Mr.
Carter, Miss
Cat, V. Leon
Coat, Miss E.
Calbor, Miss
Corles, Mrs. M.
Centeno, Leonardo
Cuffing, Capt. W. A.
Custer, F. J.
Callado, J.
Cawthill, J. T.
Clark, Miss A.
Chapman
Crusme, Miss
Conner, Miss A.
Chatterton, Chas
Ching Capt.
Carboni, Mrs. F.
Caluen, Mariano
Conry, Mrs.
Christie, J.
Choppard, A.
Conception, D. V.
Copet, Miss L.
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Cartledge, W.
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Cary, W. F.
Closs, A.
Craber, A. E., R.E.
Costa, Dina, A. C. S. da
Charmatz, Adolf
Clarke, B. A.
Cayford, Willian
Connelly, T. P.
Catherine, M. D.
Cuttnam, Rev. C.
Carter
Carr, C. F.
Codd, Capt. Chas. Henry
Cochedge, Capt.
Cochrane, Capt.
Cohen, Mrs. F.
Calum, Mariano
Conry, Mrs.
Christie, J.
Choppard, A.

OUR LONDON LETTER.

(From our own Correspondent.)

LONDON, December 27th.

THE LIVERPOOL TRAIN ACCIDENT
threw rather a gloom over the earlier Christmas festivities, but the discovery that fewer lives were lost than had at first been feared has caused the unfortunate occurrence to be already half forgotten, except in the immediate neighbourhood, and among those who were bereaved by an accident of which the origin is still a little uncertain. It is supposed that a fuse became detached and the strong wind blowing through the tunnel at the time caused the fire to spread with extraordinary rapidity. Not only was the train burnt and the permanent way partially destroyed, but considerable damage was done in the tunnel and the station was practically gutted. The London electric railway is run on somewhat different lines to those in favour in Liverpool, and the Directors have made known that a similar accident could not occur on it. Six lives were lost at Dingwell.

THE WAR NEWS

has been far more ample this week, both as to Lord Kitchener's reports and the messages which correspondents and news agencies have been permitted to cable home. The process of attrition proceeds apace, about five hundred Boers were put out of action last week and the six fights of which the last three days have brought word will account for another two hundred. Our own casualties have been most unfortunately severe, and include the commanding officer of the Scottish Horse and other dashing men who can ill be spared at a time when energetic young soldiers, willing and ready to take responsibilities, are so badly needed.

The present system of small columns involves an unusually large number of commands, any one of which may, in some districts, at any moment become the point of contact with a mobile enemy. But our losses, grievous as they are, and entailing much suffering as they do not, apart from the person itself, of anything like the same importance to us as similar reductions in the numbers of their fighting units to the Boers. Fifteen thousand fresh men go out to Africa before the 15th January to relieve the regiments which have borne the worst of the campaign and to fill the ranks decimated by disease and wounds; but the enemy has no reserves to fall back upon, and other than the famous lies of Dr. Leyds, and the weary repetition of untruths by the *Daily News*, SCHEEPERS,

whose trial was in progress last week, has broken down in health, and is now in hospital. Some anxiety is felt lest pity for his physical condition should induce the Authorities to pardon him altogether, notwithstanding the fact that thirty charges of murder and brutal outrage are outstanding against him. Such a course would, in the opinion of returned officers, be most injurious, in view of the fact that a better appreciation of the British determination to put down violence is beginning to be felt amongst the better class of burghers.

Kritzinger is also to be tried for murder, and the statement has been made, but not yet officially confirmed, that Botha has notified Lord Kitchener that in the event of the death sentence being passed upon him, he (Botha) will shoot the five British officers at the present time prisoners in his hands.

THE CONCENTRATION CAMPS

are in the course of removal, a proceeding regarded generally with disfavour by those with knowledge of South Africa; who argue that if we could indeed have acted with greater humanity towards the women and children we should have done so in the first instance and spontaneously; but if we are only able to move the camps at the sacrifice of our military advantages, then we are ill-advised to take that course purely out of consideration for those misguided people, at home and on the Continent, who consider it their whole duty to abuse everything English. Perhaps the most conclusively favourable criticism which has been passed upon the camps is that of Mr. Kruger, who observed a day or two ago, when the orders were promulgated, that he was sorry they were to be abandoned as "they hampered the British so much" and interfered with the burghers not at all.

The number of Boers now

FIGHTING ON OUR SIDE

is not regarded by all military men with satisfaction. One who held an important Staff appointment, which involved much contact with civilian Boers and natives, informs me that the danger of rearming these surrendered Burghers is, in his opinion, gravely underestimated, and likely to lead one day to a terrible disaster, should a suitable opportunity for betraying the British occur. It is, however, only fair to notice on the other side what excellent work has been done by the National Scouts, a regiment composed entirely of Boers who, having surrendered and taken the oath of allegiance themselves, are now anxious to see the fighting come to an end.

THE PERSIAN GULF DIFFICULTY

is little spoken of, but seems as far off settlement as ever, the rumour was received on Christmas Eve that Russia purposed to take possession of Bandar Abbas, but it is impossible to arrive at any firm ground on the subject. The Foreign Office is at the moment not available to enquirers, and even after the holidays I make no doubt that the usual "regret to have no information" will be the official reply. Among business men with interests in the Gulf, and among Anglo-Indians, the report is discounted. It is pointed out by the former that Bandar Abbas would be commercially useless to Russia, as it would not form a suitable terminus to the projected railway across Persia, if that undertaking is indeed really in contemplation. As a naval

base, India's civil servants and army officers point out that Bandar Abbas would be a more serious menace to German interests than to British. That may perhaps be so, but the fact remains that unless Great Britain and Russia do actually come to an understanding, as suggested in a previous letter, the Indian Government will always oppose the advent of Russia upon any part of the Gulf.

In view of the commercial rapprochement foreshadowed between the two countries as a result of the German tariff war, there seems every probability of a genuine effort on the part of the ministers of the Czar to overcome the Kowloon difficulty in a friendly manner. The agricultural deputation sent from St. Petersburg has been warmly entertained in this country, visiting, amongst other objects of special interest to their mission, the King's famous farms at Windsor and Sandringham, where they were sumptuously entertained at His Majesty's expense. Now the Russian newspapers are inviting British manufacturers and exporters to take advantage of the customs war between their country and Germany, which it is anticipated may last two or three years. The difficulty with English firms appears to be to find agents of their own nationality, who are also efficient in business knowledge, languages and so forth. Nine times out of ten foreigners are employed, with results most unfortunate to British trade.

The death of

MR. ONSLOW FORD, R.A., from pneumonia, at the early age of 49, came as a surprise on Christmas Eve, not only to the world of Art, wherein every man was his friend, but also to society at large. Mr. Ford had modelled in marble and stone the busts of more distinguished persons than any other living English sculptor. One of the first public statues of the late Queen, that which adorns the great square in Manchester, was his work; and so truthful was the likeness that Her Majesty had, a small sized model of the larger work made for her own possession, which is now much treasured by the King. The statue of Gladstone in the National Liberal Club, and that of General Gordon at Chatham "were among his best works". Mr. Ford had been in uncertain health for a long time and had not the vital strength to make a successful stand against the sudden onslaught of disease.

THE IMPERIAL INSTITUTE.

At a meeting of the Governors of the Imperial Institute this week, it was decided to hand over the foundation to the State. The Institute, although financially in a good position, has not been quite the success that was expected by those who were instrumental in its establishment. An immense amount of Imperial information of every kind is obtainable at the Institute, but outside of the hundred or so fellows it is very little known in its aspect of Empire binder. A dozen old gentlemen use the building as a club, a small proportion of the general public attend the lectures, open-free to the whole world, but otherwise the Institute is but a name to Londoners, and Colonials forgether there not at all. In a word the movement, the root idea, is admirable, but the principle of life is absent:

WELL DONE!

Speaking of Greater Britain reminds me that when the Colonial subscriptions to the Queen's Memorial Fund were published the other day Hongkong was easily first, which, considering relative sizes and population, is a great feather in her cap.

HAMBURG TO NEW YORK IN A PACKING CASE.

STOWAWAY'S REMARKABLE BERTH.

"Wasser! Wasser!" repeated pitifully, struck the ears of a longshoreman unloading bags of salt from the hold of the Hamburg American liner *Palatin*, which arrived at New York recently from Hamburg. The sounds, more like moans than words, came from an ordinary drygoods box, in which Jhan Beck, a painter, of Hamburg, had stowed himself away in order to get to America, and for sixteen days he had been penned up, for the last part of the time without food or drink. The correspondent of the *Daily Telegraph*, who sends the story, says that Beck is now in the hospital, and may die or lose his reason.

The case in which Beck lay was 6ft. by 3ft. 4in., and was manifested as containing a model and marked in German "This side up" and "With care". At one end was an old leather valise stuffed with socks and under shirts. This was his pillow. The bottom of the case was strewn with hay to a depth of 4in., covered with barley, and this formed the bed. A thick, long overcoat served as a coverlet. Two dozen soda-water bottles filled with sweetened coffee were ranged along the sides. What provisions Beck had taken with him is not known. His condition indicated several days of fasting.

In the box were also an umbrella, a high hat, some books, paper, envelopes, and a packet of letters from his sweetheart. Beck had his case shipped as express freight, under which classification the company was bound to keep it near the top of the cargo, where it would be among the first things unloaded. Beck had friends in his confidence, for an express wagon twice called at the pier to ask for a case marked "I. B. 71". A well-dressed man also made inquiries. The *Palatin*'s trip was an unusually long one, and it is surmised that Beck exhausted his stock of provisions some days ago, and went crazy through lack of food, for some of his bottles still contained coffee.

His motives for undertaking this tortuous trip are a matter for doubt, for he must have expended twelve dollars at least in purchasing provisions and paying the freight. For twenty-five dollars he could have bought a steamer ticket. Beck had three marks in his pocket-book. It is believed as most likely that the scheme was intended to get him past the immigrant authorities. If he recovers he will be deported.

G. GIRAUT: NOVELTIES BEAUTIFUL D. FRUITS, CRYSTALLIZED ROSE, MAROONS, GLACES a most Splendid Assortment. [58]

Hotels.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED, CIVILITY AND ATTENTION.

TERMS MODERATE. Hongkong, 7th December, 1901.

J. H. WAINWRIGHT,
Manager. [1339c]

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KOWLOON HOTEL,
KOWLOON. J. H. DOWNS, J. W. OSBORNE,
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THE BAY VIEW HOTEL.
Very best brands of Wines, Beers and Spirits only kept. Private dinners, a specialty.

Under entirely new management. [1075c]

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"BOA VISTA,"
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METROPOLE HOTEL.
Convenient distance from town, delightful situation.
BOARD AND RESIDENCE.

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SPECIAL HOME RETURN TICKETS.

NOTICE.

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Hongkong, 23rd December, 1901. [1407c]

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Hongkong, 28th December, 1901. [1413c]

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TRADE MARKS:
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REPAIRS OF WATCHES and CLOCKS
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guarantee given to every purchaser.

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SHIPS' STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1898. [58]

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ARMORIAL BEARINGS AND PEDIGREES.

Full information on above subjects furnished by

"I.",
c/o Eastern General Agency,
16, Des Vaux Road.
Hongkong, 31st December, 1901. [1412c]

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Hongkong, 31st December, 1901. [1412c]

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AVOID ALL RISK OF OUTBREAK BY ITS USE.

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SHANGHAI, INLAND SEA OF JAPAN,
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FOR: VICTORIA, B.C., AND TACOMA,
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Steamers. Tons. Captains. Proposed Sailings

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CHINA NAVIGATION COMPANY, LIMITED.

| FOR | STEAMERS. | TO SAIL. |
|------------------------------|------------|----------------|
| SHANGHAI and CHEFOO..... | "FOATING" | 30th instant. |
| CHINKIANG | "OHILLI" | 31st instant. |
| YOKOHAMA and KOBE..... | "TSINAN" | 1st February. |
| IOLOILO and CEBU | "KAIFONG" | 10th February. |
| MANILA | "CHANGSHA" | 20th February. |
| POR DARWIN, THURSDAY ISLAND, | "CHANGSHA" | 20th February. |
| COOKTOWN, TOWNSVILLE, BRIS- | | |
| BANE, SYDNEY and MELBOURNE. | | |

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| FROM | STEAMERS. | DUE. |
|----------------------------|-----------|---------------------|
| GLASGOW and LIVERPOOL..... | "PYREUS" | 3rd February, 1902. |
| " | "ULYSSES" | 10th " |
| " | "TYDEUS" | 15th " |
| " | "ANTENOR" | 20th " |

HOMewardS.

| FOR LONDON. | STEAMERS. | DUE. |
|--|------------|------------------|
| "STENTOR" | "PYREUS" | 4th Feb., 1902. |
| "IDOMENEUS" | "ULYSSES" | 18th " |
| "AJAX" | "TYDEUS" | 4th March, |
| "ULYSSES" | "ANTENOR" | 15th " |
| "ANTENOR" | "TYDEUS" | 29th " |
| FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON KATES) | "TANTALUS" | 15th Feb., 1902. |
| "TYDEUS" | "TYDEUS" | 15th Mar., 1902. |

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and YOKOHAMA.

THE Steamship "KNIGHT COMPANION," will be despatched for PORTLAND (Or.)
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Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and
United States Points.

For Freight, apply to

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Hongkong, 21st January, 1902.

[1266c]

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

| Destinations. | Steamers. | Captains. | Sailing Dates. |
|----------------------------|-----------------|---------------------------|--------------------------|
| FOR TAMSUI* | "DAIJIN MARU" | T. Ogata | SUNDAY, 2nd February. |
| FOR ANPING* | "MAIDZURU MARU" | T. Saito | WEDNESDAY, 5th February. |
| FOR TAMSUI* | "DAIGI MARU" | T. Kikano | MONDAY, 10th February. |
| FOR FOOCHOW* "ANPING MARU" | K. Suzuki | WEDNESDAY, 12th February. | |

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The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers and a duly qualified doctor is carried.

All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

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OSAKA SHOSEN KAISHA.

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Hongkong, 29th January, 1902.

[1379c]



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A TRIP TO MANILA AND BACK IN EIGHT DAYS OVER THE CHINESE NEW YEAR HOLIDAYS.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons, Captain Tate, will be despatched hence for MANILA, on or about THURSDAY,

the 6th February, at Noon.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light.

A LIMITED NUMBER of First and Second Class SPECIAL RETURN TICKETS will be issued FOR MANILA AND BACK, available for this Trip only.

The steamer will be back here on or about the 14th February.

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No. 6, Ice House Street, Corner of Des Voeux Road, 1st floor.

Hongkong, 27th January, 1902.

[1380c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rose, will be despatched as above on FRIDAY, the 31st instant, at 1 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers.

Hongkong, 27th January, 1902.

[1381d]

THE Company's Steamship

"INDRANI,"

Captain Hill, will be despatched as above on WEDNESDAY, the 5th February, at 5 P.M.

For Freight, apply to

JARDINE, MATHESON & CO.,

Agents.

Hongkong, 28th January, 1902.

[1382d]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

SINGAPORE, PENANG, RANGOON,

COLOMBO, ADEN, SUEZ, PORT SAID,

FUIME AND TRIESTE.

(Taking Cargo through routes to the BRAZILS,

to SOUTH AFRICA, RED SEA, BLACK SEA,

LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"CHINA,"

Captain Mosca, will be despatched as above on TUESDAY, the 18th February, P.M.

This steamer has capital accommodation for passengers. Electric light. A doctor is carried.

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Agents.

Hongkong, 28th January, 1902.

[1383d]

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THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above Port, TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to

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General Managers.

Hongkong, 29th January, 1902.

[122d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

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THE Steamship

"AUSTRALIAN,"

Captain P. T. Helms, will be despatched as above TO-MORROW, the 30th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

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GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 29th January, 1902.

[122d]

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Screw Steamship

"YAWATA MARU."

(3,672 Tons Gross, Captain A. E. Moses), will be despatched for the above Port, TO-MORROW, the 30th instant, at 4 P.M.

This New

THE HONGKONG TELEGRAPH, WEDNESDAY, JANUARY 29, 1902.

Post Office.

A Mail will close:

For Canton—Per *Hatskan*, to-morrow, the 30th instant, at 7.30 A.M.
For Sarawak—Per *Dr. Hans Jerg Kiner*, to-morrow, the 30th instant, at 11 A.M.
For Elephant Point—Per *Calliope*, to-morrow, the 30th instant, at 11 A.M.
For Macao—Per *Hesinghan*, to-morrow, the 30th instant, at 11.15 P.M.

For Kuchuck and Samsuih—Per *Tung-kong*, to-morrow, the 30th instant, at 3 P.M.
For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne—Per *Yawata Maru*, to-morrow, the 30th instant, at 3 P.M.

For Shanghai and Chinkiang—Per *Pao-tung*, to-morrow, the 30th instant, at 4 P.M.
For Canton—Per *Hankou*, to-morrow, the 30th instant, at 5 P.M.

For Quong-chow-wan and Hoihow—Per *Hoi-hao*, to-morrow, the 30th instant, at 5 P.M.
For Quong-chow-wan and Haiphong—Per *Michael Jelsen*, to-morrow, the 30th instant, at 5 P.M.

For Shanghai—Per *Loongmoon*, on Friday, the 31st instant, at 11 A.M.

For Singapore, Colombo and Bombay—Per *Hiroshima Maru*, on Friday, the 31st inst., at 11 A.M.

For Manila—Per *Yuensang*, on Friday, the 31st instant, at 3 P.M.

For Kobe—Per *Tsuan*, on Friday, the 31st instant, at 4 P.M.
For Chinkiang—Per *Chihli*, on Friday, the 31st instant, at 4 P.M.

For Europe, &c., India via Tuticorin—Per *Comandante*, on Saturday, the 1st February, at 11 A.M.

For Europe, &c., India via Tuticorin—Per *Preussen*, on Wednesday, the 5th February, at 11 A.M.

For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Glenogle*, on Friday, the 7th Feb., at 11 A.M.

For Singapore—Per *Shanghai*, on Friday, the 7th Feb., at 11 A.M.

For Europe, &c., India via Tuticorin—Per *Lao*, on Monday, the 10th Feb., at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (B.C.) and Vancouver—Per *Empress of India*, on Wednesday, the 12th Feb., at 11 A.M.

For Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne—Per *Changsha*, on Thursday, the 23rd February, at 4 P.M.

EXCHANGE.

Hongkong, 29th January.
ON LONDON, Telegraphic Transfer.....1/10
Bank Bills, on demand ..1/10 1/16
Credits, 4 months' sight.....1/10 7/16
1/16 months, 4 months' sight.....1/10 9/16
ON BERLIN, (demand).....M. 1/82
ON PARIS, Bank Bills, on demand4/3
Credits, 4 months' sight.....3/5
ON NEW YORK, Bank Bills, on demand4/4
Credits, 10 days' sight.....4/5
ON BOMBAY, Telegraphic Transfer.....1/30
On demand1/37
ON SHANGHAI, Telegraphic Transfer.....7/24
Private to 10 days' sightnom.
ON YOKOHAMA, T.T.10% prem.
Sovereigns, Bank's Buying Price.....\$10.82
Gold Leaf Touch, per tael55.82
Bar Silver.....\$1.50
Dollarsnom.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,425, *Lossius*,—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones,—Hongkong, Canton, & Macao Steamboat Co.
Powai, British steamer, 1,873, A. N. Patrick,—Hongkong, Canton, and Macao Steamboat Co.
Hawke, British steamer, 2,352, C. V. Lloyd,—Butterfield & Swire.
Hot-long, Chinese steamer, 409 tons, Captain—Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence,—"Tai On" Steamship Co.
Pak Kong, British steamer,—Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R.,—Chinese Owned.

Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke—Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.
Lungshan, British steamer, 1,21, G. F. Morrison, R.N.R.—Hongkong, Canton and Macao Steamboat Co.
Kuangtung, Chinese steamer, 583; R. J. Mackenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas,—Hongkong, Canton and Macao Steamboat Co.

Sainam, British steamer, W. Dixon,—Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
Amoy, German steamer, 662, W. Wulff, 22nd Jan.—Manila 19th Jan., Ballast—Wing Tay.

ARARA, British steamer, 2,481, Williamson, 22nd Jan.—New York 23rd Nov., Case Oil—Standard Oil Co.

AUSTRALIAN, British steamer, 3,000, P. T. Helms, 27th Jan.—Yokohama 1st Jan., General—Gibb, Livingston & Co.

BAIKAL, Russian steamer, 717, Kashkin, 13th Jan.—Manila 10th Jan., Ballast—Order.

BYODO, Norwegian steamer, 777, Th. Carlsen, 12th Jan.—Mauritius 10th Dec., and Singapore 3rd Jan., Sugar—Sander, Wieler & Co.

CALLIOPE, British steamer, 2,409, Smith, 24th Jan.—Mororan 19th Jan., Coal—Bradley & Co.

GLAVERING, British steamer, 2,155, D. Barton, 26th Jan.—Shanghai 25th Jan., General—Doddwell & Co., Ltd.

COPTIC, British steamer, 2,744, J. H. Rinder, R.N.R., 24th Jan.—San Francisco 26th Dec., Honolulu 4th Jan., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai (Woosung) 22nd, Mails and General—O. & O. S. Co.

DR. HANS JERG KIÆR, Norwegian steamer, 691, H. E. Larsen, 27th Jan.—Haiphong and Hoitow 26th Jan., General—A. R. Marti.

ELITA BOSSACK, German steamer, 1,161, H. Brunn, 26th Jan.—Canton 25th Jan., General—E. A. Trading Co.

EMPEROR OF INDIA, British steamer, 3,003, O. P. Marshall, R.N.R., 28th Jan.—Vancouver 26th Dec., and Shanghai 18th Jan., Mails and General—C. P. R. Co.

ERICA, German steamer, 1,217, Zindel, 20th Jan.—Singapore 12th Jan., General—Jensen & Co.

GLENOGLE, British steamer, 3,750, W. Frakes, 9th Jan.—Shanghai 6th Jan., General—Doddwell & Co., Ltd.

GUTHRIE, British steamer, 2,500, W. G. McArthur, 28th Jan.—Sydney 4th Jan., Brisbane 7th, Townsville 10th, Thursday 1d, 13th, Port Darwin 17th, and Manila 25th, General—Gibb, Livingston & Co.

HANG SANG, British steamer, 1,356, S. Wilde, 27th Jan.—Swatow 16th Jan., General—Jardine Matheson & Co.

ICHANG, British steamer, 1,240, W. L. Jones, 26th Jan.—Canton 25th Jan., General—Butterfield & Swire.

LOOSOR, German steamer, 1,021, C. Fuchs, 24th Jan.—Bangkok 17th Jan., Rice—R. S. Butterfield & Swire.

MACHEW, German steamer, 995, G. Wendig, 27th Jan.—Bangkok 20th Jan., General—Melscher & Co.

MATOYA MARU, Japanese schooner, 121, Doch, 27th Jan.—Manila 20th Jan., Ballast—Master.

MICHAEL JENSEN, German steamer, 710, J. Jessen, 27th Jan.—Haiphong 24th Jan., and Woosung 26th, General—Jardine Matheson & Co.

PEIRAVO, German steamer, 952, W. Wiese, 23rd Jan.—Saigon 19th Jan., Rice-flour—East Asiatic Trading Co.

PETCHABURY, German steamer, 1,600, Hohmann, 17th Jan.—from Saigon, Ballast—Meichler & Co.

PETRACH, German steamer, 1,252, H. Uecker, 20th Dec.—Labuan 12th Dec., Sugar—Sander, Wieler & Co.

TSALIN, British steamer, 1,776, E. J. Tadd, 27th Jan.—Singapore 19th Jan., General—Jardine Matheson & Co.

TELEMACHUS, British steamer, 1,340, J. Williamson, 28th Jan.—Saigon 21st Jan., Rice—Chinese.

THALES, British steamer, 820, A. J. Robson, 28th Jan.—Fochow 24th Jan., Amoy 25th, and Swatow 27th, General—Douglas, Lapraik & Co.

TING SANG, British steamer, 1,045, W. E. Sawyer, 27th Jan.—Moj 22nd Jan., General—Jardine Matheson & Co.

ROBERT DICKINSON, British steamer, 1,901, S. McDonnell, 18th Jan.—Ballan 12th Dec., Sugar—Sander, Wieler & Co.

SALAMANCA, British steamer, 883, J. H. Anderson, 16th Dec.—Moj 9th Jan., Coal—Bradley & Co.

SUISANG, British steamer, 1,776, E. J. Tadd, 27th Jan.—Singapore 19th Jan., General—Jardine Matheson & Co.

TELEGRAM, British steamer, 1,366, A. E. Moses, 28th Jan.—Nagasaki 24th Jan., General—Nippon Yusen Kisha.

YUEN-SANG, British steamer, 1,128, P. H. Rolfe, R.N.R., 26th Jan.—Manila 23rd Jan., General—Jardine Matheson & Co.

LIBERTY, Portuguese gunboat, 558 tons, Comdr. Jose da Cunha Lima, Macao.

MARIA Theresa, Austrian cruiser, 10 guns, 1,000 tons, 9,755 i.h.p., Capt. V. Bless Ritter v. Sammbach, Shanghai.

Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,736 i.h.p., Capt. Jansen, Taku.

Zaire, Portuguese gunboat, 530 tons, Captain Mello, Macao.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral *Korniloff*, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Korniloff, at Nagasaki.

Monia, German bark, 1,921, F. Rowell, 18th Jan.—Cardiff 23rd May, Coal—E. A. Trading Co.

Niela, Norwegian bark, 649, Cardain, 3rd Jan.—Freemantle, Wash. and Australia 21st Oct., Sandalwood—Order.

Valle de Doon, British bark, 659, J. Petersen, 16th Dec.—Rejkan 18th Nov., Timber—Sander, Wieler & Co.

INVERARY, British ship, Lamont, 18th Jan.—Cardiff 13th Aug., Patent Fuel—Admiralty.

LOTHAIR, Italian bark, 678, Borro, 24th Jan.—Calais 10th Nov., Sugar—Carlowitz & Co.

The French Squadron.

Alonette, gunboat, 200 tons, Lieut.-Comdr. Helloy, at Nagasaki.

Admiral *Charmer*, 2nd-class cruiser, 4,800 tons, Capt. Bathme, Saigon.

Bengali, and class dispatch-boat, 110 tons, De La Croix de Castries, at Nagasaki.

Boganda, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 i.h.p., Capt. Defevere, at Shanghai.

Chatelot, Lauban, and class cruiser, 3,725 tons, 9,000 i.h.p., 18 guns, Capt. Espinay St. Luc, at Hongkong.

Comete, gunboat, 600 tons, Capt. Louet, at Canton.

Dedet, gunboat, 640 tons, Capt. Leamey, at Taku.

Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, twin screw, 34 guns, 7,000 h.p., Capt. Dmitriev, at Bangkok.

D'Entrecasteaux, 1st class cruiser, 9,000 tons, 26 guns, 11,500 i.h.p., Capt. D. de Fournet, Taku.

Gatdamas, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Schrebenbach, at Tientsin.

Gremiaslavsky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklaseslavsky, at Shanghai.

Koretsky, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. S. Ivanov, at Taku.

Mandarin, Russian cruiser, 1,213 tons, 12 guns, 2,150 h.p., Capt. Yukovoff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 10,000 h.p., Capt. Vodzis, at Nagasaki.

Nayatsuk, Russian cruiser, 1,341 tons, 13 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Ostryany, Russian armoured cruiser, 1,490 tons, twin screw, 22 guns, 2,000 h.p., Captain Copranch, at Shanghai.

Petrovskiy, Russian battleship, 12,000 tons, 12 guns, 12,000 h.p., Capt. G. H. Cherry, E. A., Wei-hai-wei.

Astrea, 2nd-class cruiser, 1,300 tons, 7,000 i.h.p., 10 guns, Capt. C. J. Baker, Hongkong.

Aurora, 1st-class cruiser, 5,600 tons, 8,500 i.h.p., 12 guns, Capt. E. H. Bayly, C. B., Mirs Bay.

Brake, 1st-class cruiser, 9,000 tons, 12 guns, 21,411 i.h.p., Capt. F. H. Henderson, C. M. G., Amoy.

Bramble, 1st-class gunboat, 710 tons, 1,000 i.h.p., 16 guns, Lieut. and Comdr. F. M. Leslie, Hongkong.

Brylk, 3rd-class cruiser, 1,700 tons, 6 guns, 7,000 i.h.p., Commander E. H. Marin, Singapore.

Britten, 1st-class gunboat, 710 tons, 1,100 i.h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Hongkong.

Cresty, 1st-class cruiser, 12,000 tons, Capt. Tudor, cruising.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Capt. Wm. C. Pakenham, Singapore.

Eclipse, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 i.h.p., Capt. R. G. S. Stokes, Hongkong.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 i.h.p., 12 guns, Capt. A. W. Paget, C. M. G., cruising.

Eth, coast defence gunboat, 335 tons, 3 guns, 3,000 i.h.p., Lieut.-Comdr. W. Forbes, China-kiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,100 i.h.p., Lieut. and Comdr. C. Mackenzie, D.S.O.

Firebrand, 1st-class gunboat, 455 tons, 4 guns, 360 i.h.p., Lt. and Comdr. Beatty Powfull, Canton.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., in reserve.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Lieut. and Comdr. G. C. Hardy.

Calliope, British steamer, 2,409, Smith, 24th Jan.—Mororan 19th Jan., Coal—Bradley & Co.

Glavering, British steamer, 2,155, D. Barton, 26th Jan.—Shanghai 25th Jan., General—Doddwell & Co., Ltd.

Coptic, British steamer, 2,744, J. H. Rinder, R.N.R., 24th Jan.—San Francisco 26th Dec., Honolulu 4th Jan., Yokohama 17th, Kobe 18th, Nagasaki 20th, and Shanghai (Woosung) 22nd, Mails and General—O. & O. S. Co.

Dr. Hans Jerg Kiær, Norwegian steamer, 691, H. E. Larsen, 27th Jan.—Haiphong and Hoitow 26th Jan., General—A. R. Marti.

Elita Bossack, German steamer, 1,161, H. Brunn, 26th Jan.—Canton 25th Jan., General—E. A. Trading Co.

Emperor of India, British steamer, 3,003, O. P. Marshall, R.N.R., 28th Jan.—Vancouver 26th Dec., and Shanghai 18th Jan., Mails and General—C. P. R. Co.

Ocean, 1st-class battleship, 12,050 tons, 13 guns, 11,000 i.h.p., Capt. R. W. White, Amoy.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. J. H. Burke, C. E., Hongkong.

Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 i.h.p., Lieut. and Comdr. C. P. Mansel, Hongkong.

Phantom, 1st-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Pigmy, 1st-class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lt. and Comdr. A. H. Oldham, Hongkong.

Pigeon, 1st-class gunboat, 800 tons, 6 guns, 1,200 i.h.p., Capt. H. C. Reynolds, Hongkong.

Plover, 1st-class gunboat, 435 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. Watts Jones, en route Singapore.

Rambler, surveying ship, 583 tons, 650 i.h.p., Capt. Morris H. Smyth, Hongkong.

Redpole, 1st-class gunboat, 805 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. F. Corbett, Singapore.

Robt., 1st-class gunboat, 892 tons, 1 gun, 220 i.h.p., Comdr. C. C. Cornwall, at Manila.

Scindia, 1st-class gunboat, 87 tons, 4 guns, 970 i.h.p., 10 knots.

Som, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.

Sterial, Russian torpedo boat, 23 tons, 1 gun, 220 i.h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 i.h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 i.h.p., 22 knots.

Torok, 1st-class gunboat, 85 tons, 2 guns, 1,200 i.h.p., Lieut.-Comdr. Ballast.

Whale, river-gunboat, 85 tons, 2 guns, 1,200 i.h.p., Lieut.-Comdr. Ballast.

Wheeler, 1st-class gunboat, 900 tons, 10 guns, 1,200 i.h.p., Capt. W. T. Purwell, at Manila.

Wilhelmine, U.S. gunboat, 1,000 tons, 6 guns, 1,081 i.h.p., Capt. W. T. Purwell, at Manila.

Wilkinson, U.S. gunboat, 1,000 tons, 6 guns, 1,081 i.h.p., Capt. W. T. Purwell, at Manila.

Yungtze, 1st-class gunboat, 85 tons, 2 guns, 1,200 i.h.p., Lieut.-Comdr. Ballast.

Zafiro, U.S. dispatch-vessel, 675 tons, Capt. J. L.